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No. 12,473.

歲三十七百四十二萬零第 一月五十二月正年四十二緒光

HONGKONG TUESDAY, FEBRUARY 15TH, 1898.

二月

歲五十月二年八十九百八千壹香港香

PRICE \$1<sup>1/2</sup> PER MONTH

# Hongkong Daily Press.

ESTABLISHED 1857.

**NOTICE.**  
Complaints regarding Advertising, Sub-  
scriptions, Renting, &c., should be addressed  
to the Manager, and special business matters  
to the Secretary.

Advertisments and Subscriptions which are not  
ordained for a fixed period will be continued until  
order for cancellation of Daily Press should be  
sent before 11 a.m. on day of publication. After that  
hour the supply is limited. Daily receipt for Cash  
Advertisments. Price, A.M.C. Gads.  
Post Box 38, Wan Chai.

## NEW ADVERTISEMENTS

THE PUNJOM MINING COMPANY,  
LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTH ORDINARY GENERAL  
MEETING OF SHAREHOLDERS  
will be held in the Office of the Company,  
No. 9, PRAYA CENTRAL, on SATURDAY, the  
26th February, 1898, at 12 o'clock noon, for the  
purpose of receiving the Report of the  
Directors and the Statement of Accounts to  
30th September, 1897.

By Order of the Board of Directors.

JAMES B. DUNCAN,  
Secretary.

Hongkong, 15th February, 1898.

IN THE SUPREME COURT OF  
HONGKONG.

IN BANKRUPTCY:

RECEIVING ORDER.

No. I of 1898.

RE TSOI ON, LATELY CARRYING ON  
BUSINESS AT 334, QUEEN'S ROAD  
CENTRAL, VICTORIA, HONGKONG,  
UNDER THE NAME OF LUN TAI  
CHEUNG, TRADE AND EXPORT  
OF GOODES, CAMPAIGN  
RECEIVING ORDER, dated 11th Feb., 1898.

PETITION DATED 12TH JANUARY, 1898.

NOTICE OF FIRST GENERAL MEETING  
OF CREDITORS.

No. I of 1898.

RE TSOI ON, LATELY CARRYING ON  
BUSINESS AS ABOVE.

FRIDAY, the 19th day of February, 1898,  
at 12 o'clock at Noon, specially convened  
for the First General Meeting of Creditors  
in the above business, to be held at the  
Official Receiver's Office, Land Office, Queen's  
Road Central, Victoria aforesaid.

No Creditor can vote unless he previously  
proves his debt.

Form of Proof and Proxey can be obtained  
at the Official Receiver's Office during Office  
hours.

At the First General Meeting the Creditors  
will be asked to consider whether the Debtors  
should be adjudged Bankrupt; or whether they,  
the Creditors, will entertain a proposal for a  
Composition or Scheme of Arrangement.

Dated this 12th day of February, 1898.

BRUCE SHIPFIELD,

Official Receiver and Trustee.

TO LET.

HOUSE IN BEGELL TERRACE.

ROOMS or OFFICES in BEACONSFIELD  
ARCDE.

OFFICES in BANK BUILDINGS down co-  
occupied by MOSSE, BRADLEY & CO.

GROUND FLOOR, GUDOWN in DUN-  
DELL STREET.

GROUND FLOOR of 31, WEST VILLA,  
PARK ROAD, E.

A SMALL TWO STOREYED BUILD-  
ING at gate of 31, WEST VILLA,  
PARK ROAD.

FOUR CHINESE HOUSES with Sheds,  
etc., and one-and-a-half acre of land in-  
Yankee's water side immediately  
adjoining the Charbonnages Coal Store,  
now in the occupation of Messrs.  
SCHEER & CO.

Apply to:

BELLILIOS & CO.

Hongkong, 15th February, 1898.

PUBLIC AUCTION  
OF USEFUL HOUSEHOLD FURNITURE.

THE Undersigned has received instructions  
to sell by:

PUBLIC AUCTION

FRIDAY, the 18th February, 1898,  
Commencing at 2.30 P.M.

at his Sales Rooms, Dundas Street,

A QUANTITY OF  
USEFUL FURNITURE  
Comprising:

SADDLE BAG, CLOTH DRAWING  
ROOM SUITE, SILK TAPESTRY and  
PLUSH CURTAINS, CARVED TEAK OVER-  
MANTELS with BEVELLED MIRRORS,  
LACE CURTAINS, CARPETS, HUGHS, and  
ORNAMENTS, &c.

TEAK EXTENSION DINING TABLE  
and DINING CHAIRS, CARVED TEAK  
SIDEBOARD, DINNER WAGON,  
CHAMBERLAIN, ELECTRO-PLATE and  
CULINARY.

IRON and BRASS MOUNTED DOUBLE  
BEDSTEADS, CARVED TEAK WARD-  
ROBES with GLASS DOORS, MARBLE-  
TOP TOILET TABLES, MARBLE  
TOP WASHTANDS, OCCASIONAL  
TABLES, CHEST OF DRAWERS, &c., &  
BATHROOM and PANTRY REQUISITES, &c.

And a few pieces of FINELY CARVED  
CANTON BLACKWOOD WARD.

Also:

Several BICYCLES in good condition,  
On View from THURSDAY, 17th Feb., 1898.

TERMS.—As customary.

JOHNSON, LAMMERT,  
Auctioneer.

Hongkong, 15th February, 1898.

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GOVERNMENT NOTIFICATION.

No. 53.

THE following Particulars and Conditions  
of Sale of CROWN LAND by PUBLIC  
AUCTION will be held on the spot, on  
MONDAY, the 21st day of FEBRUARY, 1898,  
at 3 p.m., the general terms of sale.

By Command:

J. H. STEWART LOCKHART,  
Colonial Secretary.

Hongkong, 5th February, 1898.

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Particulars and Conditions of the Listing by  
Public Auction, Sale to be held on  
MONDAY, the 21st day of FEBRUARY,  
1898, at 3 p.m., the general terms of sale.

The Officer administering the  
Government, of One Lot of Crown Land  
in the Colony of Hongkong, for a term of  
99 years.

Particulars of the Lot.

Boundary  
Measurements.

Locality.

No. of Site.

## INTIMATIONS.

NOW READY.

THE CHRONICLE AND DIRECTORY  
CHINA, JAPAN, COREA, INDO-CHINA,  
STRAITS, NETHERLANDS INDIA,  
SIAM, PHILIPPINES, HOKKEI, &c.,  
WITH WHICH ARE INCORPORATED  
THE CHINA' DIRECTORYAND  
THE HONGKONG DIRECTORY  
AND HONG LIST FOR THE FAR EAST.FOR  
1898.THE THIRTY-SIXTH ANNUAL ISSUE,  
Royal Octavo. Complete with Twelve Maps  
and Plans, pp. 1,302, 87. Directory only, pp.  
928, \$3.50.BROWN, JONES & CO.  
DRAWERS AND  
AMERICAN AND ITALIAN MARBLE  
AND HONGKONG GRANITE.

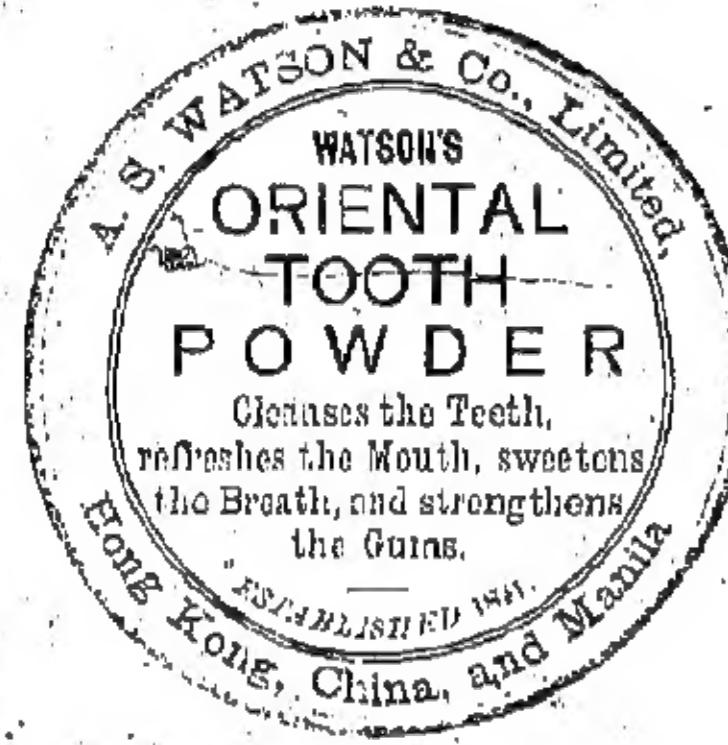
CEMETERY MEMORIALS.

Designs and Prices on application.  
Office, 17, QUEEN'S ROAD CENTRAL. (276)THE  
HONGKONG DISPENSARYFAVOURITE TOILET  
ARTICLES.

WATSON'S

ORIENTAL

## TOOTH POWDER.



The favorite Dentifrice referred to in this label, is one of our oldest Proprietary Articles. Few who have ever tried it use any other, and many of our customers take a large supply with them on leaving the Colony.

THE  
HONG KONG  
TAE YEK FONG

## HAIR WASH.

樂大港。

THIS ELEGANT TOILET REQUISITE  
COMBINES THE PROPERTIES OF  
A RESTORER, POMADE, AND  
WASH.

As a Restorer—Nutritive and Strengthening  
as a Pomade—Nor a Wash, but acting as such  
As a Wash—Cooling, Cleansing and Agreeable  
SOL PROPRIETORS :  
A. S. WATSON & CO. LIMITED  
HONG KONG, CHINA, AND MANILA.  
Established A.D. 1841.

Hongkong, 1st January, 1898. (24)

**NOTICE TO CORRESPONDENTS**  
Only communications relating to the news column  
should be addressed to THE EDITOR.

Communications forwarded herewith and addressed  
with copy of the paper, will be returned to the writer, nor  
published, but no evidence of post paid.

No letter for publication should be written on one  
of the paper only.

All communications (but have  
already appeared in other papers) will be inserted.

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sent to the office of the paper. After that  
order, add 10c per copy for postage. Cash  
Postage Address: Post-Office, Hongkong.

P.O. Box 20. Telephone No. 12.

DEATHS.

At the Government Civil Hospital, on the 14th January, ISABELLA, the widow wife of Inspector MANS, Hongkong Police Force.

At the Government Civil Hospital, on the 14th Feb., MARY POWELL, aged 38 years, the dearly beloved and deeply lamented wife of Mr. WITCHELL, Ex Police Inspector, Hongkong.

**The Daily Press.**

TUE, FEBRUARY 15TH, 1898.

The Chairman's speech at the meeting of the Hongkong and Shanghai Bank on Saturday, exceptionally gratifying as it must have been to the shareholders, does not present many features of public interest beyond the assurance it gives of the continued prosperity of the institution on which the trade of the Far East is so largely dependent for its financial facilities. There was no reference to the great silver question nor to the political situation in its bearings on trade prospects. Mr. BELL-LEIGH confining his remarks to the internal affairs of the Bank, except for a passing reference to the recent tightness of money. Mr. GILLIES, who seconded the adoption of the report, commended the policy of continuing to build up the reserve fund, which he said would in a short time place the Bank in such a position of strength and stability as to be almost without a precedent in the annals of banking. This view commanded itself to the meeting and was heartily applauded. The reserve fund now equals eight-tenths of the capital and with a continuance of prosperity it will in a short time reach the full amount of the capital. At the meeting in August last the then Chairman, Mr. St. C. MICHAELSON, reminded the shareholders that the lower exchange goes the more onerous the task will be of maintaining a sterling dividend of £1 5s. per share, but he expressed confidence in the Bank's being able to do so. The report presented on Saturday justified those expectations of some increase in the dividend in the not distant future. It is generally understood that the reserve fund is to be raised to \$10,000,000 as rapidly as may be without interfering with the present dividend, and when that point is reached no doubt the policy of continuing to build up the reserve will still commend itself to the shareholders, but it may be thought that a smaller proportion of the earnings should be set aside for that purpose and a larger portion for the payment of dividends. The reserve fund is remuneratively employed and as it grows in amount the shareholders may reasonably look for some additional return from it, though it must be allowed that the present return is a very handsome one.

We are glad to observe that shade trees are being planted down the centre of Connaught Road. This will greatly beautify the neighbourhood and add to the comfort of pedestrians during the heat of the sun.

We have to acknowledge receipt from the Chinese Imperial Maritime Customs of the Mutual Report for the half-year ended 30th September, 1897. The ports covered are New-chang, Chao-kiang, Hankow, Wu-han, and Lung-chow. Dr. E. W. von Tunzelmann's report on Chefoo is especially interesting, as the writer claims to have differentiated a non-natural malady, and has hitherto been called typhoid, and he describes two new blood parasites which he found associated with the disease. The report is a valuable contribution to science.

The *Sinews* has a glorious story about a man living in the Yu-nan Road, and who was supposed to have shunned off this world by the hands of God. The story of the 17th March, 1897, relates the other side of the coin.

The "man in the iron cage" was full of sin and the corpse was being put into the coffin when the deceased sat up and asked for a drink. The professional mourners were at once informed that their services were no longer required, and they, in consequence, commenced to mourn in earnest, while the deceased gouty old fellow clattered out the coffin and received the congratulations of his friends. —*Mercy.*

## SUPREME COURT.

14th February.

## IN ORIGINAL JURISDICTION.

BEFORE SIR JOHN CARRINGTON, (CHIEF  
JUDGE) AND A SPECIAL JURY.

GUTHRIE V. BENJAMIN, KELLY, AND POTTS.

The hearing of this case was resumed.

Mr. Silas, the foreman of the jury, asked that the case might be adjourned from 11 A.M. to 2 p.m., as some of the jury had a Board meeting to attend.

His Lordship granted the application.

Mr. Francis—On Saturday afternoon, while Mr. Francis was cross-examining Mr. Kelly, one in court shouted an exclamation, but I did not catch what it was, and I had no idea that it had reference to these proceedings; therefore, I took no notice of it. Since then I have reason to believe that it was directed at me.

Mr. Francis—It is my opinion that the defendant is guilty of perjury and that he had no means of restraining whether the defendant was correct or not.

His Lordship—I heard an exclamation, but I did not catch what it was.

Mr. Francis—The remark was "Too smart."

Mr. Francis—If it was "Too smart" it might apply to the witness or to me.

His Lordship—it is lucky I did not catch what it was.

Mr. Francis—Then continued his cross-examination of Mr. E. S. Kelly.

Mr. Francis—Do you not tell my Bank for me? —*Mr. Francis*—I do not tell my Bank for me in October or November of each year.

Witness—I have not done so.

Have you ascertained which member of your firm did so? —*It must have been Potts*—I cannot remember that he sold 200 Bank shares for cash.

You told us that you were specially asked by your friend Mr. Wicksing to look after his interests in connection with these Bank shares which you went to the Bank and advised Mr. Wicksing that it was all right and that it was necessary for him to get rid of these shares to relieve his account. Do you mean to tell me that you did not learn at the time or find out before that when or how he sold his Bank? —*It will appear in the books; I cannot keep everything in my head.*

Don't you remember that he sold 55 Bank shares to you? —*The books will show it.*

Did you hear from your partner when you were in England what were the particular transactions to which Mr. Gorham took objection? —*I did; my solicitors informed me.*

Have you any recollection what the amount of his overdraft was? —*Mr. Francis*—I do not know how many shares he had with the Chartered Bank of the time? —*No.*

—*What was the amount of his overdraft?* —*It was £1,000.*

Do you know how many shares he had with the Chartered Bank of the time? —*No.*

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—*What was the amount*

## THE ROYAL HONGKONG YACHT CLUB.

ROYAL HONGKONG RACE, 12th inst.  
Starting at 2 p.m. The course was from the  
Police Pier, Kowloon, and Marco's buoy  
(not), Kowloon Rock (starboard), Mayo's buoy  
(port), Channel Rocks (port), and back to the  
Police Pier, 8½ miles. The following boats  
started with the very strong east wind—

Erica, Mr. A. Denison's sloop  
allowed min. sec.

Maid Marian Mr. J. Hastings 1 21

Phoenix Hon. F. May 3 39

Condolite Mr. G. S. St. John 3 41

Motor " C. H. Kow 3 42

Ladybird Mr. C. L. Wilkinson 0

Dart Mr. Clark 8 7

Sabretooth Capt. Long 14 27

The Dart was the first to show in front, crossing  
the bows of the whole fleet. Dartland Ladybird  
both had a race won, and Motor was second.  
It. By the time the boats were abreast of  
Kowloon, Dart, Erica, and Motor had got into the leading positions. Maid Marian  
was beginning to leave Dart and Ladybird a little. In the race across to Kowloon Rock the wind got harder and Maid Marian closed up on Motor and they rounded the rock close together. Erica had lost a minute's lead of the pair, and was just off the  
line when the other two got behind. A boat up to the Channel Rocks and a quick run down brought the boats in the following order  
to the finish—

Erica ... 3 38 22 3 38 26 Third 1  
Maid Marian 3 39 55 3 39 38 First 10  
Motor ... 3 41 29 3 37 38 Second 4  
Condolite 3 42 30 3 37 38 First 10  
Phoenix ... 3 43 48 3 37 41 Second 4  
Ladybird 3 43 8 3 39 8

Sabretooth gave up.  
This appears to have been the best judgment of the season, the corrected times bringing many of the boats within a few seconds.

## THE N.Y.K. AND CHINESE MERCHANTS.

As already reported in these columns, the Chinese merchants, Hongkong, Yokohama, and Nagasaki, have entered into a compact not to load their goods in the ships of the Nippon Yusen Kaisha in their transportation between Hongkong and the respective Japanese ports, and this agreement has been put into practice commencing with the steamer *Intero-More*, which left Yokohama on the 22nd ult. for London via ports. It appears, however, that Shanghai is not included in the compact for several reasons, which signs at this port still import a quantity of marine products goods by the steamer mentioned above. The cause which has led the Celestial traders to adopt such a severe measure against the Nippon Yusen Kaisha is not clear, but it is stated that there exist certain commercial customs among the Chinese in Hongkong, and the N.Y.K. has hitherto been dealing with them. According to these customs, the Ong Kong, however, finding it inconvenient to adhere to the usage, has decided to dispense with them in the future. This gave umbrage to the Chinese and drove them to the union stated above. Mr. Miura, Manager of the Hongkong offices of the N.Y.K., has arrived in Japan in connection with this affair, and it is hoped that a compromise will be arrived at before long.—*Venom Gazette*.

## ANARCHY IN HAINAN.

THE "TERRACE" ON THE WARDHOUSES.  
It is reported that something like a state of anarchy exists around the city of Kinchow, in the island of Huihan where thousands of rioters, including a great many disbandied "braves," have broken into revolt against the mandarins. No less than eleven military camps and twenty-eight villages are reported to have been built up, while the mandarins are said to have fled, when the rebels, who are said to be the descendants of the famous *Tai-Pan*, have seized the town. The rebels are said to be the same who inflicted a signal defeat upon the rioters who inflicted a signal defeat upon them, putting the troops to flight. It is now reported that the authorities are endeavouring to muster a greater superior force to crush the rioters who, however, are greatly favoured by the mountainous nature of the country which will embarrass the soldiers.—*China Gazette*.

## THE STRANDING OF THE "ALGERINE."

SERIOUS DAMAGES.  
As previously briefly mentioned, H.M.S. *Algerine* is now in the dry dock of Tungkuo, undergoing the repairs rendered necessary by a series of accidents and as she lies there, the rusty hull trim and shipshape little craft presents a forlorn and battered appearance indeed. Her rigging and yards have been sent down, some of her boats are above repairing, others are lying smashed on deck, while the hull brought to her bulkheads, done by the break of the quarterdeck on the port side, the force of the impact with the junk with which she had collided. But, bad as the state of affairs appears from the edge of the dock, it is nothing to what presents itself to the visitor on her decks and going underneath. Her starboard bulkhead has completely vanished, a long line of splintered wood-work, with projecting rivets and jagged and torn edges of copper sheeting, meeting when it once was. Her false keel has also disappeared, and when she is righted, it just left the surface remaining. Her port bilge keel has also been wrung out of shape, while all the copper sheeting amidstships is stripped off and twisted about all over the place. The repairs must necessarily occupy weeks, if not months, and will we understand, cost at least £20,000. It appears that after leaving Shanghai on Jan. 23rd, and while nearing Ningpo a little later, she struck a sandbank, and it is said the anchor went ashore. The boats were at once sprung out, the watertight doors closed and ammunition hoisted up, and after bumping and banging about for about three quarters of an hour she managed to get off, proceeded on her way to Ningpo. On her arrival there a Court of Inquiry was held at once, followed by a Court Martial at which both the Captain and Navigator were tried and reprimanded, and this first commission has proved, however, unfortunate so far. She commenced on February 11th, 1892. When she started for the Far East she experienced a very bad time of it, taking eight days to make Gibraltar from Plymouth, losing one boat and smashing some others. Arrived at Malta the missing boat was replaced by the one just smashed by the loss of the *Napoleon*. After being built at Devonport, and this first commission, has proved, however, unfortunate so far. She commenced on February 11th, 1892. When she started for the Far East she experienced a very bad time of it, taking eight days to make Gibraltar from Plymouth, losing one boat and smashing some others. Arrived at Malta the missing boat was replaced by the one just smashed by the loss of the *Napoleon*. After being built at Devonport, and this first commission, has proved, however, unfortunate so far. She commenced on February 11th, 1892. When she started for the Far East she experienced a very bad time of it, taking eight days to make Gibraltar from Plymouth, losing one boat and smashing some others. 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## VESSELS ON THE BERTH.

NIPPON YUSEN KAISHA.  
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
IDZUMI MARU	KOBE & YOKOHAMA	[THURSDAY, 17th February]
R. NICHOLS		{ day, at 4 P.M.
MARSEILLES, LONDON, & ANT.		[TUESDAY, 17th February]
KAMAKURA MARU	WHERE, VIA SINGAPORE (Transhipping Cargo for Java Ports), PEKING, CHINA, COLOMBO & PORT SAID	[TUESDAY, 17th February]
SAGAMI MARU	SHANGHAI, JINSEN, SHIMONOSEKI & KOBE	[FRIDAY, 18th February]
TOKIO MARU	NAGASAKI, KOBE & YOKOHAMA	[MONDAY, 21st February]
E. W. HARWELL	BONTHAY, VIA SINGAPORE (Transhipping Cargo for Java Ports), & COLOMBO	[TUESDAY, 22nd February]
MATSUMAYA MARU	SYDNEY & MELBOURNE VIA COLOMBO & BRISBANE	[FRIDAY, 25th February]
OMI MARU	THURSDAY ISLAND, TOWNSEND & CO.	[4 P.M.]

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 14th February, 1895.

PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS.	TO SAIL ON	REMARKS.
LONDON	{ SHANGHAI	10 A.M. 18th	Freight or Passage.
	R. A. Peters	February	
LONDON, &c.	{ GANGA	Neon, 19th	Ses Special Advertisem.
	T. F. Copey	February	
NAGASAKI, KORE & ROHILLA	Darjeeling		Freight or Passage.
YOKOHAMA	S. de B. Lockyer, R.N.R.	20th Feb.	
SHANGHAI	{ BENGAL	About 20th	Freight or Passage.
	L. M. Whiteman, R.N.R.	February	
NAGASAKI, KORE & SOOTRA	About 25th		Freight.
YOKOHAMA	{ J. PAIR, R.N.R.	February	
SHANGHAI, NAGASAKI, SUNDA	About 5th		Freight or Passage.
KORE & YOKOHAMA	{ S. G. D. Andrews, R.N.R.	March	
LONDON	BORNEO	About 5th	Freight or Passage.
	F. C. A. Lyon, R.N.R.	March	
	For Further Particulars, apply to		H. A. RITCHIE, Superintendent.

Hongkong, 14th February, 1895.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 10 knots

(SUBJECT TO ALTERATION.)

EMPEROR OF INDIA...Comdr. O. T. Marshall, R.N.R. .... WEDNESDAY, 16th Feb., 1895

EMPEROR OF JAPAN...Comdr. G. A. Lee, R.N.R. .... WEDNESDAY, 16th Mar., 1895

EMPEROR OF CHINA...Comdr. H. Pybus, R.N.R. .... WEDNESDAY, 6th April, 1895

THE magnificient TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and readily make the voyage YOKOHAMA to VANCOUVER in 12 days, saving 10 days in the usual Pacific journey.

THE magnificient TWIN-SCREW STEAMSHIPS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, good for 6, 9, 12 months.

ESPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURIOUSITY OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN and LAKE SCENERY throughout the entire passage.

ALL DIMING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and the appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder Street.

Hongkong, 20th January, 1895.

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.	FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.
Steamer. Tons.	Captain.
VICTORIA ... 3,167 J. T. Wetheridge	Feb. 22 BRADHAM 3,601 E. Porter
OLYMPIA ... 2,608 T. H. Hobson	March 3 MOOGOL 3,652 W. H. Wright
COLUMBIA ... 3,605 A. Gow	April 5 ANGELA 2,907 W. Ward
TACOMA ... 2,549 A. Dixon	April 9

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £47.

Excellent accommodation. First class Tables. Doctor and STEWARDESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, £23.

The best route to the KLDYON FLIEDS. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DEXIA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods to be shipped via first port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods Shipped by 4th route.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILLE &amp; CO., Agents.

Hongkong, 11th February, 1895.

NOTICE.

STEAM FOR STRAITS, CEYLON, MEDITERRANEEAN PORTS, ANTWERP, BREMEN, AND HAMBURG.

THE Company's Steamship "DAHMSTADT".

Captain A. von Cossen will be despatched as above TO-DAY, the 15th inst., at NOON.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 10th February, 1895.

NOTICE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship "LYDERHORN".

Captain Hammerich will be despatched as above on or about the 25th inst.

For Freight or Passage, apply to

J. S. VAN BUREN, Agent.

Hongkong, 14th February, 1895.

NOTICE.

FOR BALTIMORE.

"STANDARD".

Slow Master, shortly expected from Amoy, will load lugs for the above port during January.

For Freight, apply to

WIELHERS &amp; CO., Agents.

Hongkong, 21st December, 1894.

NOTICE.

FOR CHINA AND JAPAN.

THE Company's Steamship "IRENE".

Captain R. Schuler will be despatched for the above ports on THURSDAY, the 17th inst., at 5 P.M.

This Steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to

SIEMSEN &amp; CO., Agents.

Hongkong, 21st February, 1895.

NOTICE.

FOR CHINA AND JAPAN.

THE British Barque "WILHELM".

"SUMATRA".

Slow Master, shortly expected from Amoy, will load lugs for the above port during January.

For Freight, apply to

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